

M79 Crosstown Select Bus Service

Fall 2018 Update • CB 8

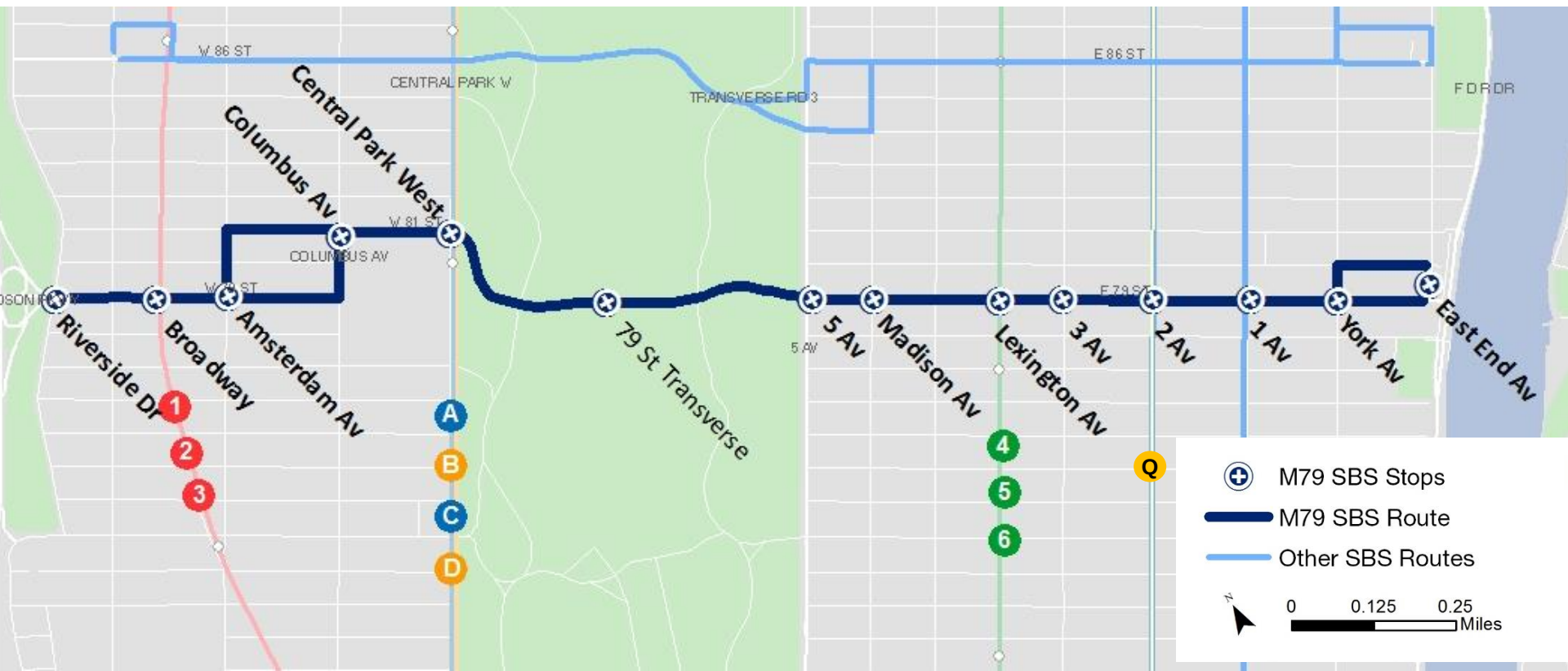


Project Background

The M79 bus corridor was identified as a potential candidate for Select Bus Service in the 2009 Bus Rapid Transit Phase II Study.

- Request for M79 SBS from local elected officials and community
- Heavily used route with slow trips
- Carries 12,500 passengers per day over about 2 miles
- Crucial connection to  trains and 16 bus routes, including M15 SBS
- 2 pedestrians killed, 34 people severely injured, and 458 total reported crash injuries along the M79 corridor (2012-2016)
- Vision Zero Priority Intersections or overlapping corridors at 79 Street and Broadway, 3rd Ave, 2nd Ave, & 1st Ave

M79 SBS Stops and Route



M79 SBS Service Launch – May 2017



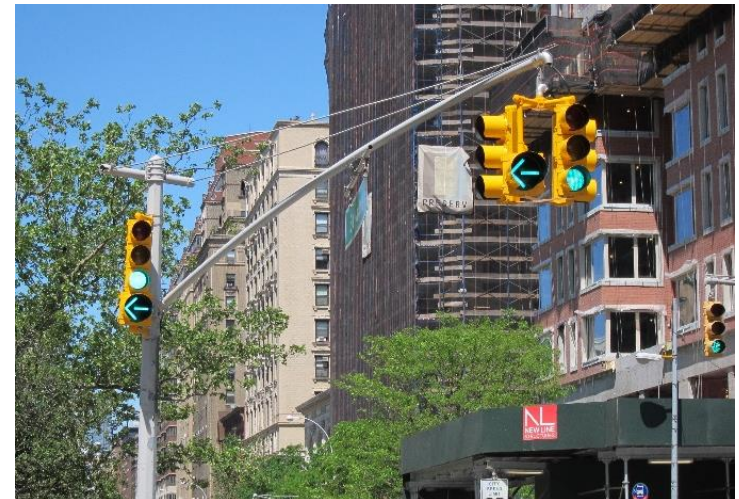
Improved fare collection at all stops



0.75 miles of bus lanes



12 new Bus Time/WalkNYC
information displays



10 intersections with signal
timing improvements

M79 East Side Bus Lane Treatments



Results

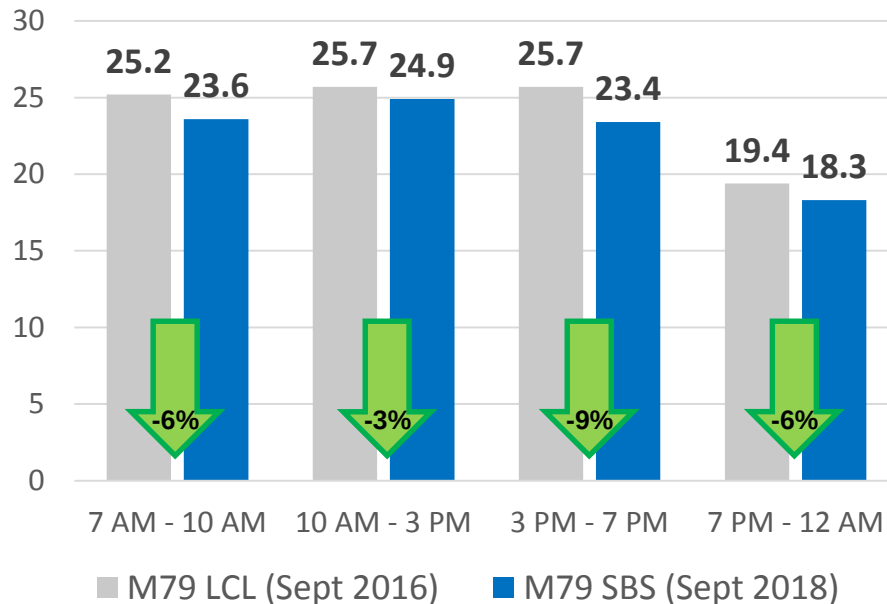
- **Speed:** M79 SBS is on average 8% faster than previous M79 service
 - 21% less time stopped at bus stops
 - 5% less time stopped in traffic
- **Ridership:** M79 SBS ridership up 9% one year after launch
 - Compared to all Manhattan routes up 0.5%
- **Popularity:** 96% M79 SBS customer satisfaction (compared to 84% satisfaction with pre-SBS M79 service)



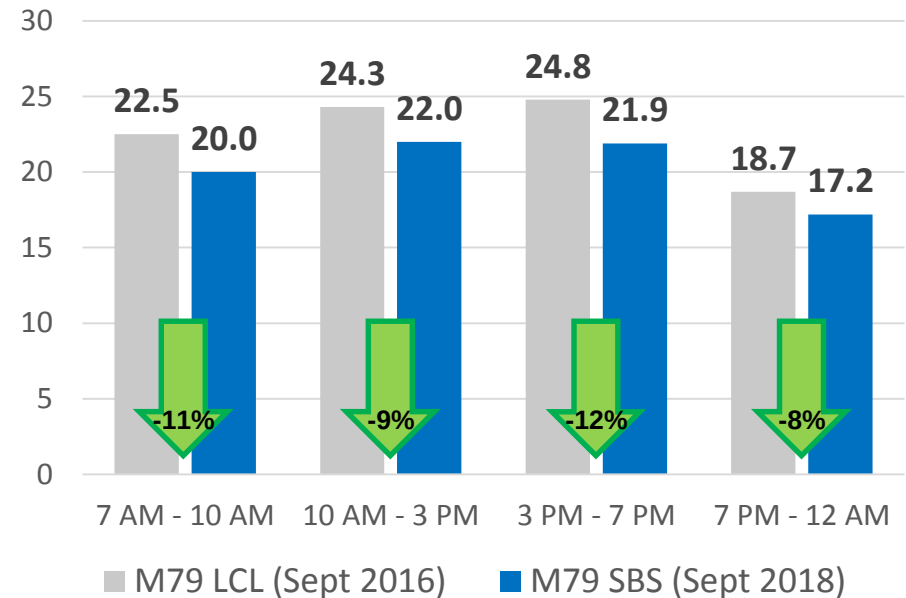
Bus Travel Time

Travel Time: On average, M79 SBS is 8% faster than the previous M79 service.

Eastbound Bus Travel Time
(Minutes)



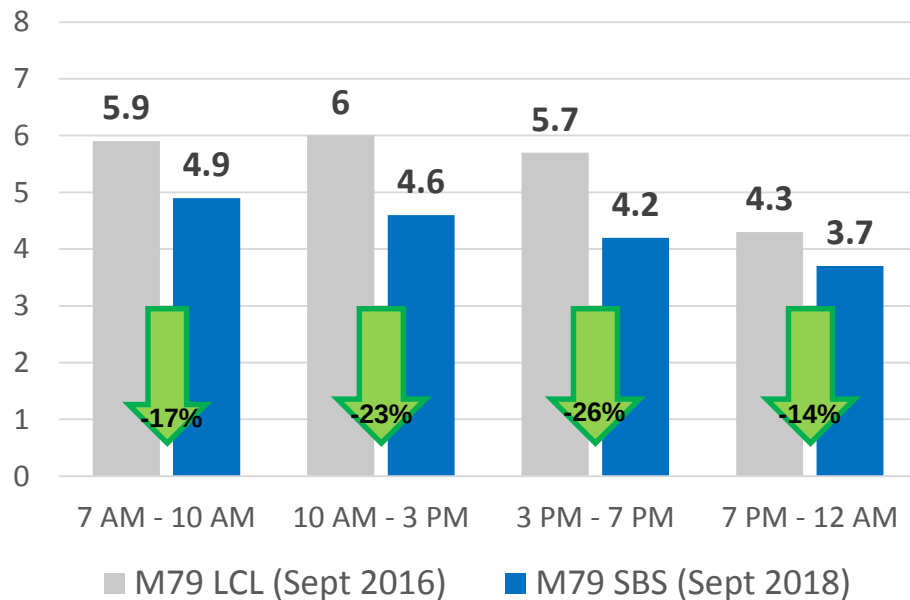
Westbound Bus Travel Time
(Minutes)



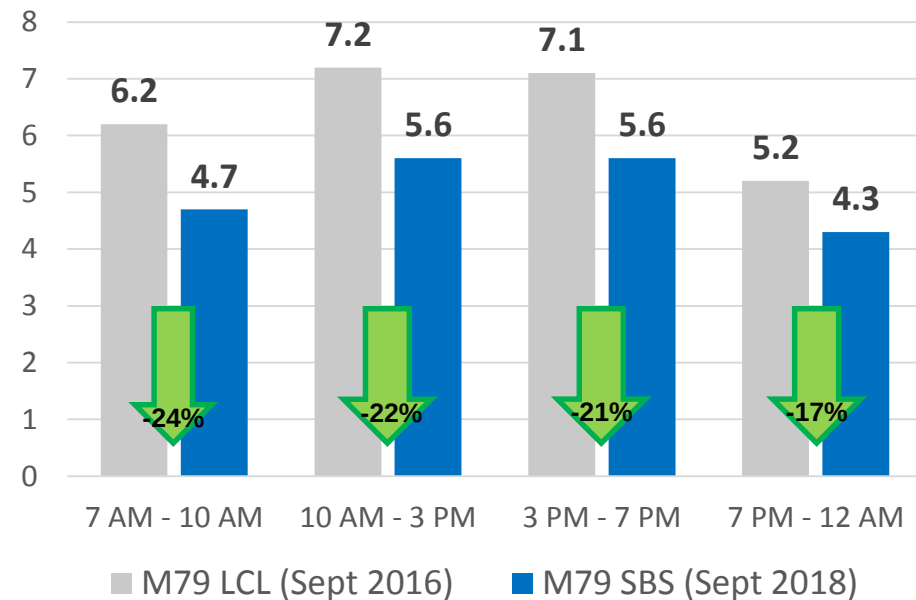
Time Spent at Bus Stops

Dwell Time: On average, M79 SBS spends 21% less time stopped at bus stops than the previous M79 service.

Eastbound Dwell Time at Bus Stops
(Minutes)

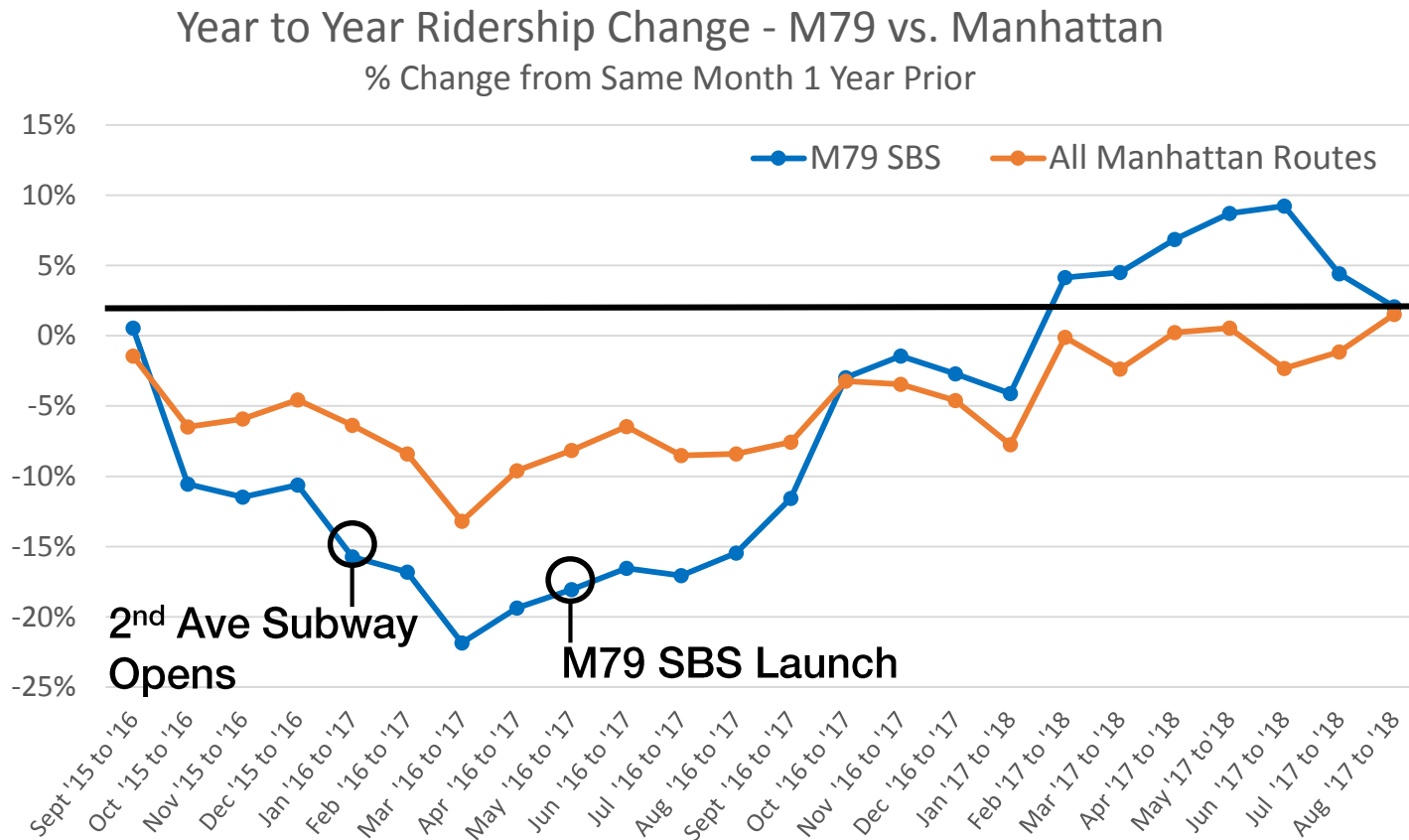


Westbound Dwell Time at Bus Stops
(Minutes)



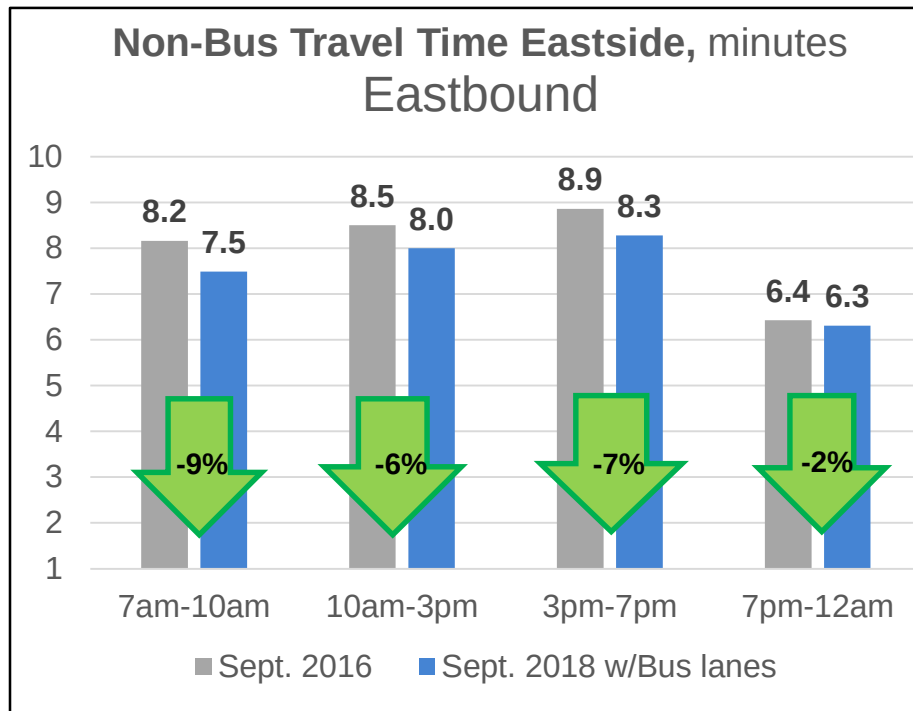
Ridership

- M79 ridership had been decreasing in recent years, and continued to decline in the months before the conversion to SBS.
- **Since its May 2017 launch, M79 SBS has reversed this decline and ridership is growing.** After one year of SBS service, ridership increased by 9% (May 2017 to May 2018).

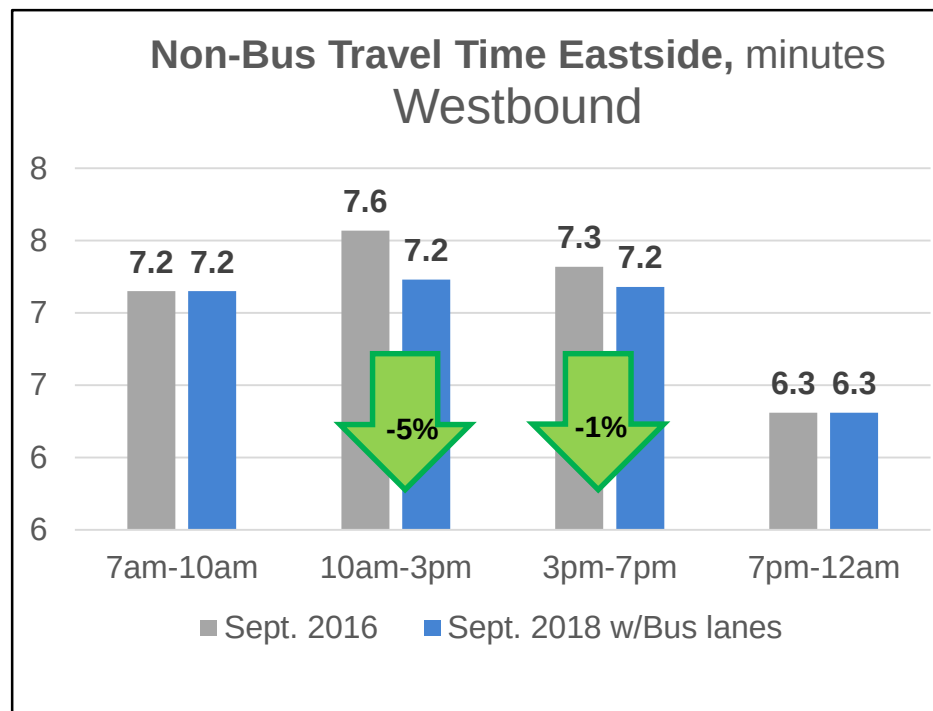


Non-Bus Vehicle Travel Time

Average travel time has decreased by 6% for non-bus vehicles in the eastbound direction between 5th Avenue and FDR Dr. and 2% for non-bus vehicles in the westbound direction.



Source: INRIX RITIS. Travel time data uses closest available parameters (5th Avenue- FDR Dr.)



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79th St at 5th Ave Westbound: New Bus Queue Jump Signal

- Old traffic signal with “Buses Only” signage installed in 2017 for M79 SBS, but green light for buses only may be misinterpreted by drivers, especially if they do not read the “Bus Only” signage
- 11/05/2018: NYCDOT installed an updated Bus Only Signal at 79th St and 5th Ave westbound and will be evaluating its performance



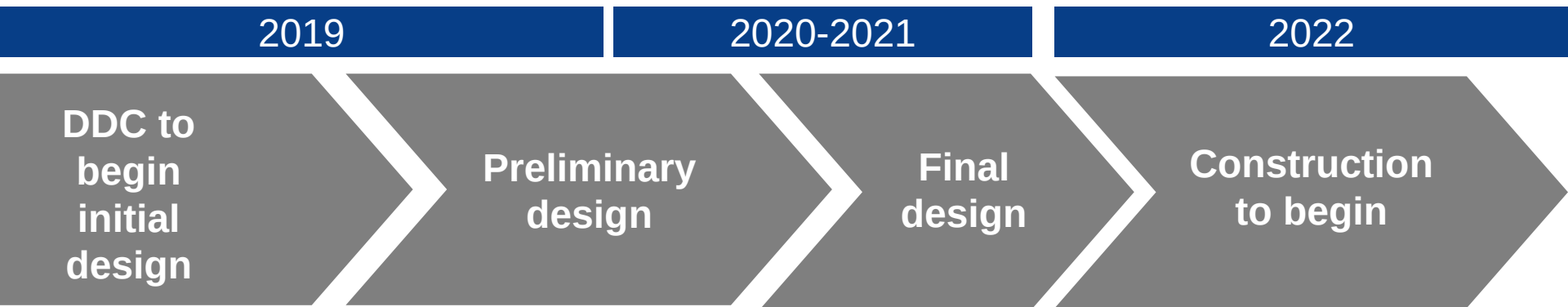
OLD signal & signage



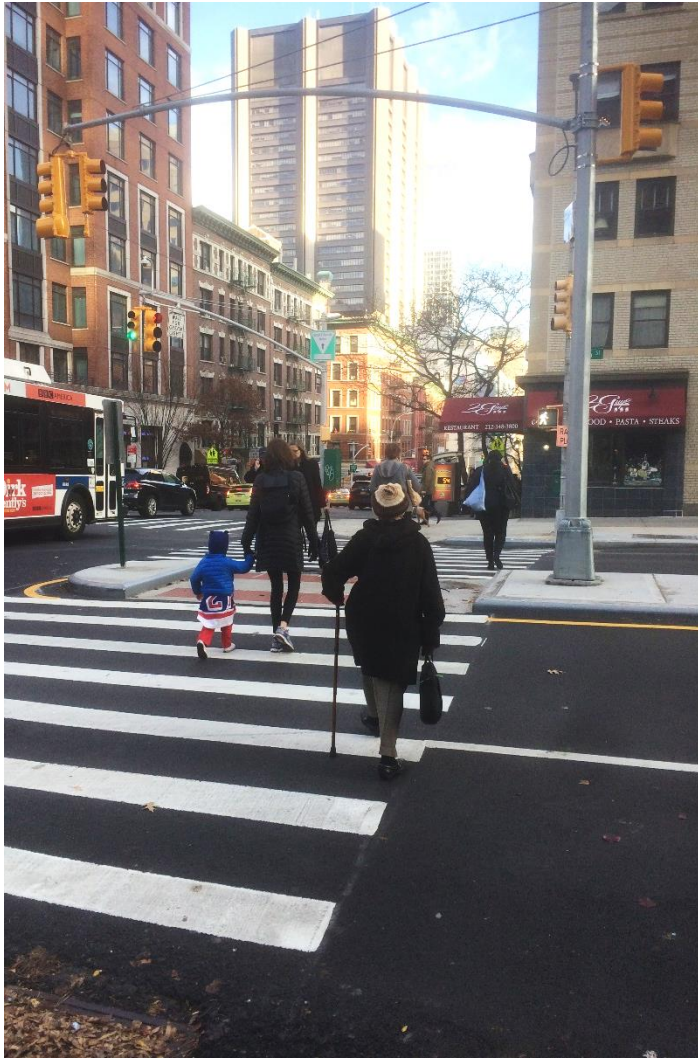
NEW signal & signage

M79 SBS Capital Project

- The 79th Street SBS capital project aims to improve bus speeds, reliability, and pedestrian safety through various street design treatments along 79th Street.
 - Treatments will include:
 - Bus bulbs
 - Curb extensions
 - Bus pads
 - Pedestrian islands



M79 SBS Capital Project Treatments



Pedestrian Island



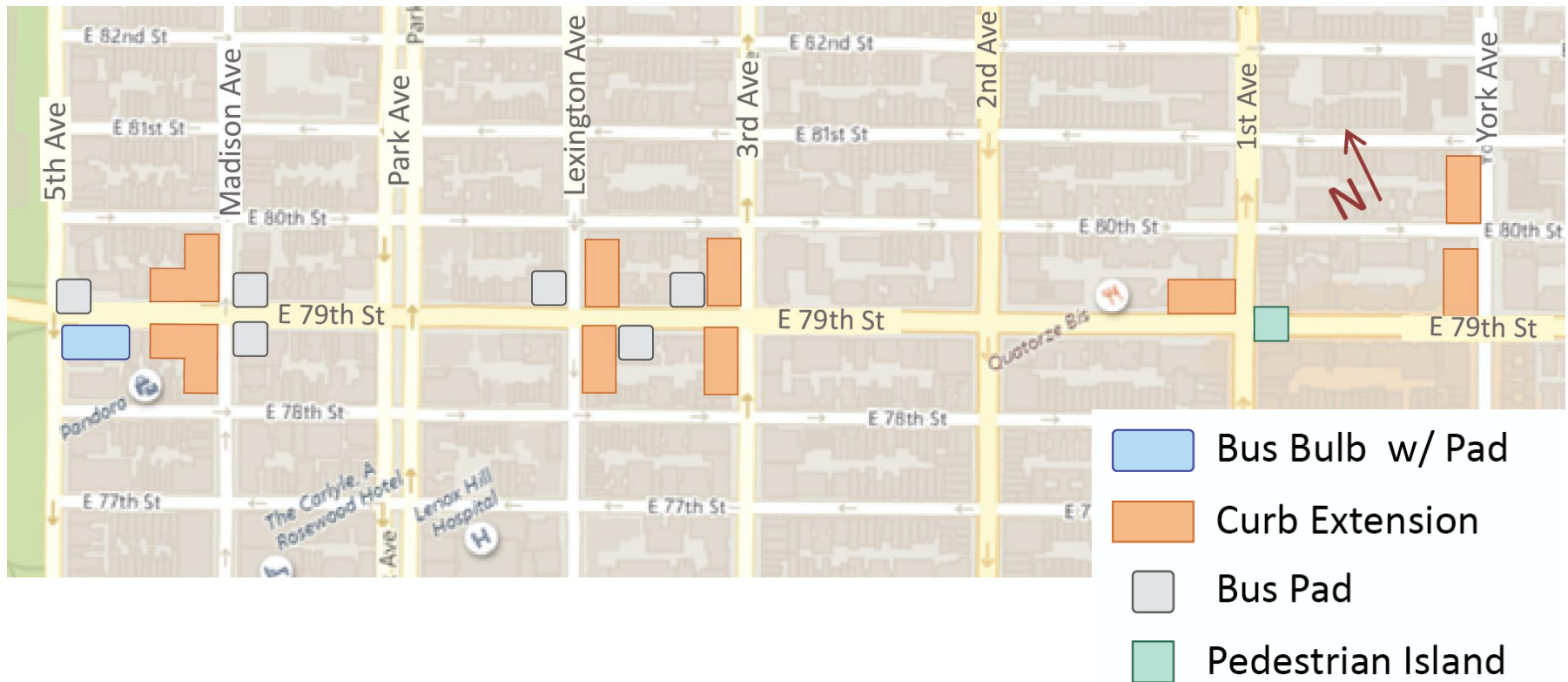
Curb Extension



Bus Bulb

M79 SBS Capital Project – East Side (CB 8)

- 1 bus bulb
- 11 curb extensions
- 6 bus pads
- 1 pedestrian island



M79 SBS Capital Project – Site Examples



79th St at 5th Ave, SE will receive a bus bulb/sidewalk widening of 4'



79th St at Madison Ave will receive several curb extensions (SW corner shown)



79th St at 3rd Ave will receive curb extensions on west corners



79th St at Lexington Ave will receive curb extensions on east corners

Questions?

